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THE TRAFFIC PATTERN OF  
AMERICAN  
RAW COTTON  
SHIPMENTS  
SEASON 1961-62

Other publications in this general area of study include:

- (1) Bennett, Charles A., and Wright, J. W. The Compression of Cotton and Related Problems. Agr. Mktg. Serv. and Bur. Agr. Chem. and Engin., U.S. Dept. Agr., Nov. 1940.
- (2) Davis, Dan R. The Traffic Pattern of Ginned Cotton, Cottonseed, and Cottonseed Products Transported in Texas by Railway, Highway, and Waterway for 1952-53. Tex. Transportation Inst. Bul. 4, Dec. 1956. (Out of print; may be consulted in libraries.)
- (3) McLure, J. H., and Wright, J. W. The Distribution of American Raw Cotton, Season 1932-33. Bur. Agr. Econ., Jan. 1937. (Out of print; may be consulted in libraries.)
- (4) Railroad Committee for the Study of Transportation. Raw Cotton and Cotton Linters. Assoc. Amer. Railroads, 1944.

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April 1965

## SUMMARY

Of the more than 14 million bales of raw cotton shipped from U.S. warehouses in 1961-62, 73 percent were hauled by railroad and 27 percent by motor-truck. Trucks were used mainly for the short hauls within the Southeastern Region, for shipments from the South Central Region to the southeastern mill area, for shipments to the port of New Orleans from other points in the South Central Region, and for shipments in California and Texas from producing areas to ports.

Of the raw cotton shipped in 1961-62, 4 percent went to interior concentration points, 47 percent to the mills in the Southeast, and 29 percent to ports for export or reconcentration. Thirteen percent was identified only as being shipped intrastate. Canada and the northern consuming centers accounted for an additional 3 percent and 2 percent, respectively. The remaining 2 percent went to minor destinations and destinations designated as "other" by shipping warehouses.

U.S. cotton is exported to practically all countries of the world with cotton-textile industries. In 1961-62, the principal importers were Japan, Canada, Italy, France, and the Republic of Korea, in the order named.

Practically all of the cotton produced in Arizona, California, and New Mexico moved either to the California and Texas ports or to the southeastern mill area. Railroads hauled nearly four-fifths of the total.

The predominant movement of cotton produced in Oklahoma and Texas was to Texas ports and the southeastern mill area. Railroads hauled about 78 percent of the shipments, primarily to the mill area. The 22 percent that was moved by truck consisted almost entirely of Texas intrastate movements to warehouses and ports.

The primary distribution of cotton from the States of the central part of the Cotton Belt was to the major southeastern milling centers. Except for Canadian shipments, the remainder of the cotton produced in this region was divided, largely on the basis of geographical proximity, between the large interior market of Memphis on the one hand and the central gulf ports on the other. About 79 percent of the cotton was hauled by rail and 21 percent by truck.

The major part of the cotton produced in the Southeastern Region was distributed from warehouses direct to mill centers within that region. A much more substantial volume of shipments within the region consisted of cotton that had been shipped from other regions for concentration before being disseminated to consuming establishments. Very little cotton moved to the Atlantic ports. Since most shipments were to other points within the region, trucks were the major carriers. Rail shipments consisted mostly of in-transit cotton from other producing regions.



THE TRAFFIC PATTERN OF AMERICAN RAW COTTON  
SHIPMENTS, SEASON 1961-62

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INTRODUCTION

The Cotton Belt spans the entire southern half of the continental United States. It includes the major producing States of Arizona, California, and New Mexico in the Western Region; Oklahoma and Texas in the Southwestern Region; Arkansas, Louisiana, Mississippi, Missouri, and Tennessee in the South Central Region; and Alabama, Florida, Georgia, North Carolina, and South Carolina in the Southeastern Region (fig. 1).

Domestic mill consumption of cotton is concentrated in the Southeast, with only minor amounts consumed in other areas of the country. Cotton is exported mainly from ports in California, Texas, and Louisiana, and across the U.S.-Canadian border.

The destinations to which cotton is shipped from the widely dispersed cotton-producing areas within the Cotton Belt are determined by a number of factors. Among these are proximity to consuming centers or ports, transportation charges, and the cotton-quality requirements of users. Except for a distribution study conducted for the 1932-33 season and a 1940 publication showing the distribution of cotton from interior compress points during 1937-38, little information has been available on major destinations to which cotton is shipped from specific producing regions. 2/ Similarly, only fragmentary information has been available on the relative importance of the various modes of transportation in the movement of cotton in these regions. This report shows, for the 1961-62 season, the major destinations to which cotton was shipped from the various producing States, the relative importance of rail and truck shipments, and the shifts during the last 30 years in the type of carrier being used to transport raw cotton from warehouses.

Regional data are presented in tables 1 to 4, and State data in tables 5 to 22. Table 23 presents information on shipments in the 1937-38 season.

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1/ Mr. Potter transferred to the Post Office Department Jan. 1965.

2/ Bennett and Wright. See list, p. 2, for complete citation.



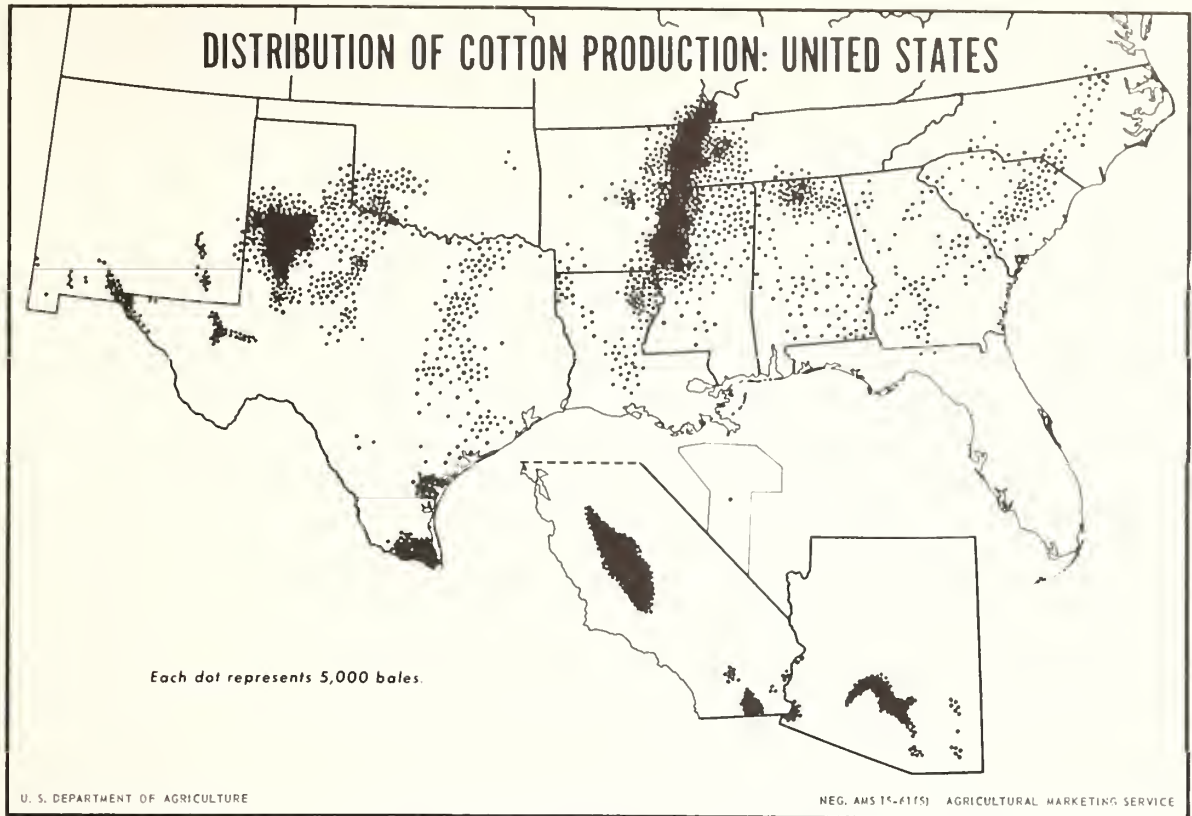


Figure 1

#### SOURCE AND LIMITATIONS OF DATA

Data on the origins, destinations, and mode of transportation of shipments from warehouses of American raw cotton in the 1961-62 season were compiled from a 1963 survey of Government-approved warehouses by the Commodity Credit Corporation office in New Orleans.

The data on shipments of cotton from warehouses in the various States do not usually coincide exactly with production data for those States. This may be attributed to several factors: All the cotton produced in a given State in 1961-62 was not shipped during the season; a few approved warehouses did not report; some warehouses that shipped cotton were not Government approved, and thus were not surveyed; a small proportion of cotton moved directly from the gin to domestic mills and to port warehouses for export; and, finally, some cotton that had been held back from previous crops entered the channels of distribution during the season. Also, destinations as used in this report are first destinations and not necessarily final destinations. Consequently, total shipments include a substantial volume of resh Shipments. Information is not available for determining the exact extent to which resh Shipments contributed to the total shipments.

The data for 1961-62 are applicable to the current situation, as the pattern of supply and distribution of cotton does not fluctuate materially from year to year. Over the long run, however, developments in transportation,

adjustments in the transportation rate structure, geographical shifts in the demand for cotton, quantitative and qualitative adjustments in the production of cotton, and changes in market organization and methods of marketing, all tend to affect the channels of distribution of the crop.

#### WESTERN REGION

The three States of the Western Region accounted for approximately 20 percent of U.S. cotton production during 1961-62. The land in the cotton-farming areas is generally level, and is highly productive when irrigated. The practice of irrigation, together with the fact that many of the farms are large and highly specialized and mechanized, explains why the region's yield per harvested acre of cotton (959 pounds in 1961-62) is almost double that of the Delta area of the South Central Region, its closest competitor. 3/ Arizona led the Nation in 1961-62 with an average yield per harvested acre of 1,010 pounds, followed by California with 990 pounds, and New Mexico with 728 pounds. In terms of production, California with 1,689,000 bales was topped only by Texas during the 1961-62 season. Arizona ranked 5th and New Mexico 13th.

Western cotton, because of its high tensile strength and other desirable fiber properties, is highly favored by the southeastern textile mills. About 45 percent of the approximately 2.8 million bales originating in the Western Region during 1961-62 went to these mills (fig. 2). Approximately 42 percent went to California and Texas ports. The remainder was split into minor shipments to interior concentration points (nonconsuming points other than ports), northeastern States, and Canada (table 1).

In contrast, approximately 96 percent of the cotton from the Western Region moved to California and Texas ports in 1932-33. 4/ Little was shipped to the southeastern textile mills at that time, partly because it was believed that irrigated cotton could not always be processed as satisfactorily as rain-grown cotton, and that it could not be blended successfully with rain-grown cotton.

Cotton shipped in 1961-62 to the California ports of Los Angeles, San Francisco, and San Diego was almost exclusively from Arizona and California. Shipments from New Mexico went mainly to Texas ports. Export shipments from the California ports were mostly to the Far East, though sizable quantities were also shipped to Europe. Japan received almost half the cotton shipped from these ports. 5/

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3/ Statistics on Cotton and Related Data, 1925-1962. U.S. Dept. Agr. Statis. Bul. 329, 1963.

4/ McLure and Wright. See list, p. 2, for complete citation.

5/ U.S. cotton exports by customs districts compiled by Cotton Division, Foreign Agricultural Service, U.S. Department of Agriculture.





Texas ranks low in average yield per harvested acre. In 1961-62, it was 10th among the Cotton Belt States, with an average of 350 pounds. Oklahoma had an even lower average yield, 274 pounds.

Because Texas is such an important cotton-producing State, with thousands of farms spread throughout almost every county, the flow pattern shown in table 11 is further broken down in table 12 into crop reporting districts. (See table 13 for the flow pattern in Oklahoma.)

Shipping patterns varied considerably among the specialized production areas within the State. For example, a much higher proportion of the cotton from the Plains than from other regions was shipped to ports, and a much lower proportion to the Southeastern Region.

Of the approximately 4.5 million bales of cotton originating in the Southwestern Region, roughly 31 percent was shipped to the southeastern mill area, 8 percent to interior concentration points, and almost 56 percent to the Texas ports (fig. 3 and table 2). The numerous west gulf ports accounted for well over 50 percent of total U.S. cotton exports. Shipments were heaviest to the Orient, with Japan the largest single importer. European countries, particularly France, Germany, Italy, and Great Britain, were the next largest receivers, followed by Africa, Australia, and South America.

Cotton shipped to interior concentration points moved mainly from Oklahoma to Texas and between points within Texas. A small amount was shipped to points in California and the South Central Region.

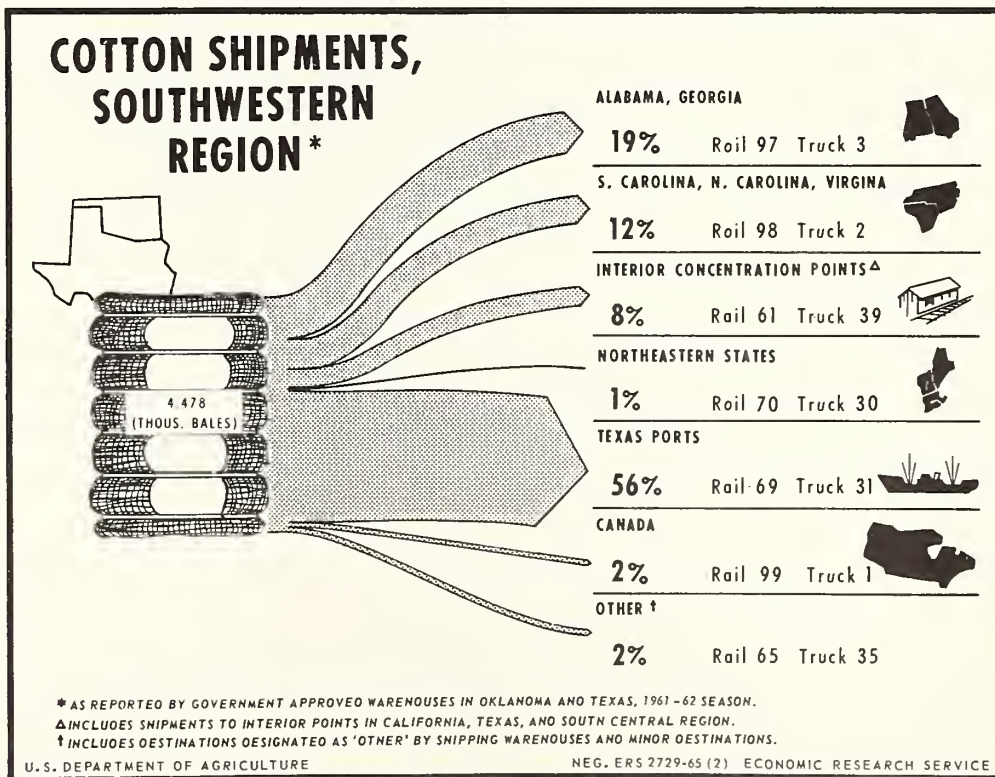


Figure 3

Except for the decrease in volume, the general flow pattern of cotton shipments from Oklahoma changed little between 1932-33 and 1961-62. There were two significant changes in the pattern of shipments from Texas. Most important was a change in port movements. In 1932-33, almost 98 percent of the total movement went to or through the west gulf ports. <sup>6/</sup> Approximately 56 percent went to those ports during 1961-62. In actual bales this was a drop of almost one-half. The second major change was the increase in shipments to the south-eastern mill area. Less than 1 percent of the Texas shipments went to this area in 1932-33, compared with 32 percent in 1961-62.

Railroads hauled more than 77 percent of the cotton shipped from South-western Region warehouses in 1961-62. Almost all cotton shipped to the South-east and to Canada, and 69 percent of that shipped to ports, went by rail. Undoubtedly, some of the shipments to ports were for concentration and reship-ment to domestic consuming centers under the in-transit privileges granted by the railroads. <sup>7/</sup>

Of the 23 percent of Southwestern Region cotton that moved by truck in 1961-62, 90 percent went to other Texas warehouses and ports. There was a particularly heavy between-ports truck movement among the ports of Brownsville, Corpus Christi, Houston, and Galveston. Apparently, hurried exchanges of cotton between ports to "make up" ship loadings were accomplished by truck shipments rather than the slower rail shipments.

Texas accounted for 31 percent of total rail shipments of cotton in the United States in 1961-62, and for 25 percent of total truck shipments. The heavy Texas intrastate movement alone accounted for approximately 23 percent of the entire amount moved by truck in the Cotton Belt.

#### SOUTH CENTRAL REGION

The South Central Region of the Cotton Belt is composed of Arkansas, Louisiana, Mississippi, Missouri, and Tennessee. It is a highly specialized cotton-producing area that is adapted to mechanization because of the generally level topography. The soils are deep and productive and rainfall is usually adequate. Within this 5-State region is contained the Delta area, which is composed of 45 counties or parishes in the alluvial areas of the Mississippi River and its tributaries in southeastern Missouri, eastern Arkansas, north-western Mississippi, and northeastern Louisiana.

The South Central Region produced about 31 percent of the 1961-62 U.S. cotton crop. Mississippi and Arkansas ranked as the Nation's third and fourth largest cotton-producing States. The region's average yield per harvested acre was 489 pounds in 1961-62, somewhat above the U.S. average and topped only by that of the Western Region.

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<sup>6/</sup> McLure and Wright.

<sup>7/</sup> The transit privilege is the privilege of stopping a shipment enroute to enable some process or operation to be performed on the article, and reshipping to final destination at the through rate applicable from the original shipping point to destination.

The primary distribution of cotton from the South Central Region is over an extremely broad area including the southeastern cotton-textile area; markets within the region, particularly Memphis; and central gulf ports. Of the approximately 4.7 million bales of cotton shipped from points in the region in 1961-62, about 70 percent went to the southeastern mill area, 10 percent to interior concentration points, and 9 percent to the port of New Orleans (fig. 4 and table 3).

Although the amount of cotton exported through its port has declined, New Orleans still ranks as one of the largest cotton-exporting cities. Today, its exports are destined primarily for Europe, followed by the Far East and South America.

Shipments from the South Central Region to the southeastern mill area in 1961-62 ranged from about 64 percent of the total shipped from Louisiana to 76 percent of the total shipped from Arkansas. Shipments to the port of New Orleans ranged from only 2 percent of the Missouri total to 20 percent of the Louisiana total. A higher proportion of the shipments from Tennessee and Missouri than from other South Central States went to the northeastern States and Canada. (See tables 13-17.)

Except for minor movements to Texas the concentration of cotton took place within the region, with a substantial proportion going to Memphis. Like New Orleans, Memphis has over the years declined in importance as a concentration center.

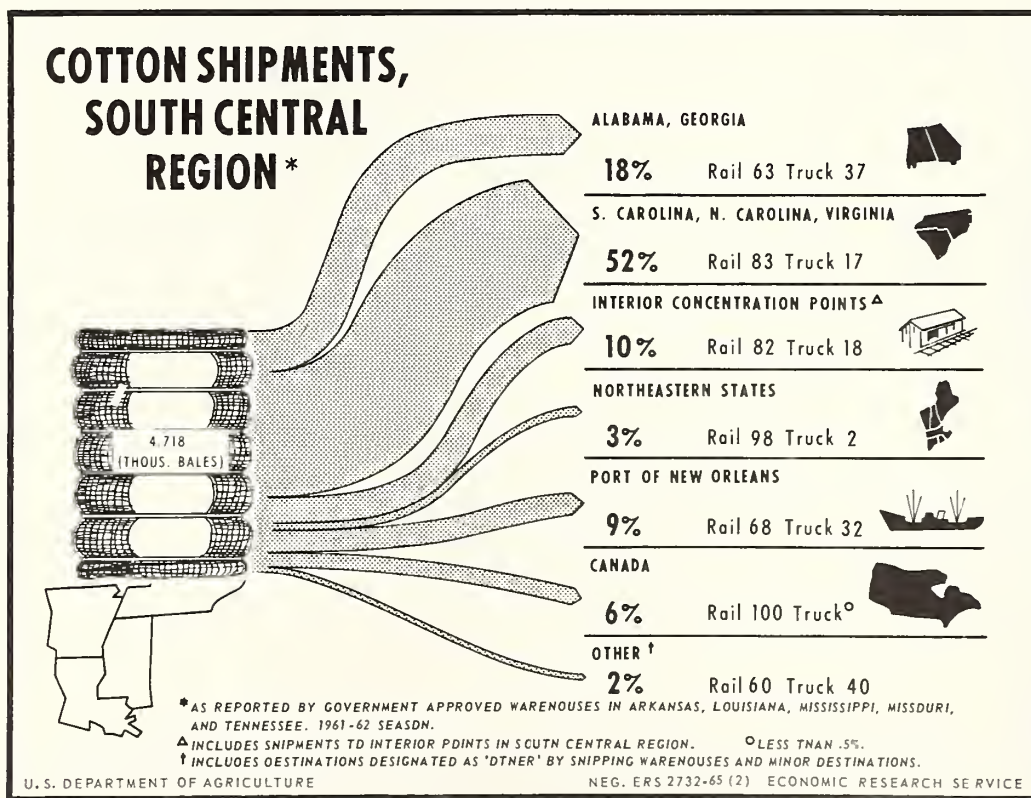


Figure 4



Railroads continue to be the dominant mode of cotton transportation in the South Central Region. During the 1961-62 season, about 79 percent of the cotton shipped was hauled by rail. However, there has been a considerable shift in the past 30 years in modes of transportation. Cotton no longer moves by inland waterway barges. Trucks, which were of minor importance in the early thirties and limited almost entirely to making hauls to New Orleans and Memphis, now compete with railroads in many areas.

Water transportation has declined chiefly because shippers cannot aggregate a sufficient volume of cotton to get attractive freight rates, and because barges do not give transit privileges. Trucking has made its greatest gain in short-haul movements to the southeastern mill area. Truck charges to the mill area are generally lower than rail charges. Also, the greater speed of truck shipments enables mills to obtain emergency shipments when needed, thus making it possible for smaller mills to carry reduced inventories. Another advantage of truck transportation is that it permits faster and cheaper consolidation of individual shipments.

#### SOUTHEASTERN REGION

Alabama, Georgia, South Carolina, North Carolina, and Florida make up the Southeastern Region of the Cotton Belt. Florida is included in the region because of its geographic location, but because its traffic flow is so small it is omitted from the following discussion.

This region, with its rise in consumption and decrease in production, exemplifies the history of economic change that has taken place in the cotton industry. From a peak of 35 percent of the total in 1930-31, the region's share of U.S. cotton production has steadily declined. In 1961-62, it was only 13 percent. In addition, in that year the region had the lowest yield of cotton per harvested acre in the United States. Many former cotton farmers have shifted from cotton to other kinds of farming; however, cotton is ordinarily a major source of income for those who still produce it.

Along with the decrease in production there has been a rise in consumption, and Alabama, Georgia, South Carolina, and North Carolina are now the major cotton-consuming States in the United States. They accounted for about 90 percent of domestic mill consumption in 1961-62.

Shipments of cotton originating in the Southeastern Region in 1961-62 totaled about  $2\frac{1}{4}$  million bales. A substantial part of this was cotton that had been shipped from other regions for concentration and was now being disseminated to specific consuming establishments. Most shipments consisted of intrastate or intraregional hauls to consuming centers (fig. 5 and table 4). For example, over 93 percent of the cotton shipped from Georgia moved within the region. The very small amount of cotton shipped to the ports was chiefly destined for Europe.

Intrastate shipments ranged from 40 percent of the total shipments in Alabama to almost 85 percent in North Carolina. Interstate shipments were mainly from Alabama to Georgia and the Carolinas, from Georgia to Alabama and the Carolinas, from South Carolina to North Carolina and Georgia, and from

# COTTON SHIPMENTS, SOUTHEASTERN REGION\*

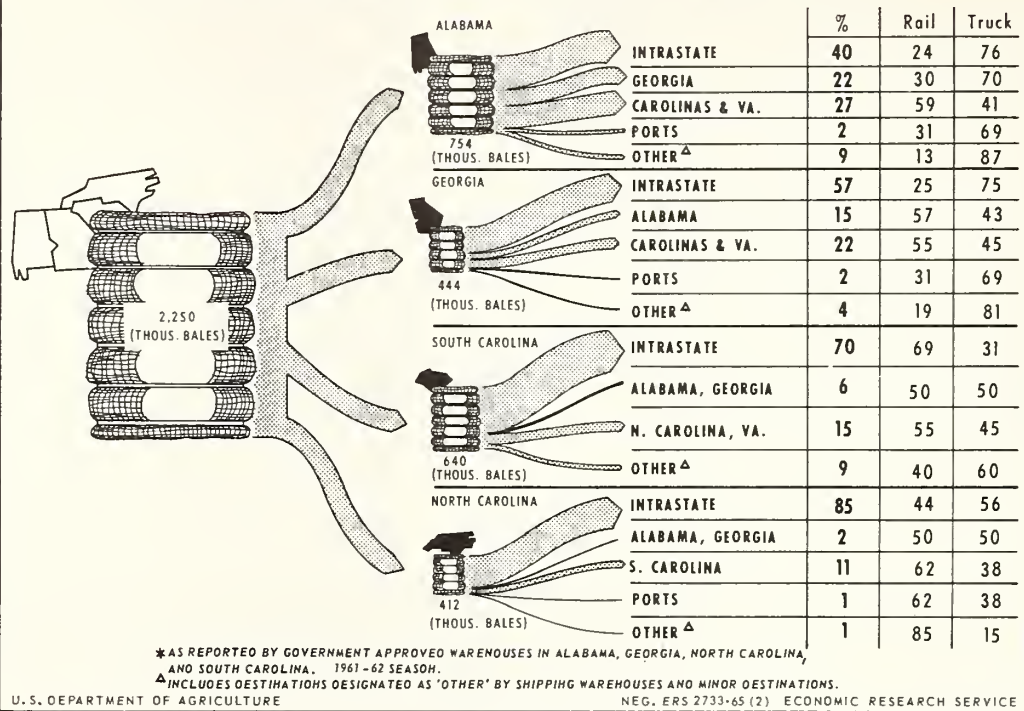


Figure 5

North Carolina to South Carolina. A small amount of cotton was shipped to Virginia milling centers and ports. Shipments to northern mills were almost nonexistent, and very little cotton was shipped to interior concentration points outside the region.

Trucks were the major carriers, hauling 55 percent of the total shipments originating in the region. The proportions ranged from 37 percent in South Carolina to 66 percent in Alabama (tables 18-22). Trucks hauled practically all of the cotton produced in the region that was shipped to consuming establishments. Cotton hauled by rail was mostly "in-transit" cotton from other producing regions. Rail shipments were proportionately much greater in the Carolinas than in Alabama and Georgia because of smaller production in those States and greater rail shipments into those States from other regions. Of the extremely heavy rail movement in South Carolina, nearly 95 percent was from the warehouses in Anderson, Greenville, Greenwood, Columbia, and Spartanburg--all major consuming centers for raw cotton.

The significant changes in transportation between the early thirties and 1961-62 were the shift from rail to truck as the dominant carrier, and the complete elimination of water transportation. <sup>8/</sup>

<sup>8/</sup> For a full discussion of the early history of transportation in the Southeast, see Ulrich Bonnell Phillips, A History of Transportation in the Eastern Cotton Belt to 1860, Columbia Univ. Press, 1908.

TABLES

Table 1.--Shipments of cotton from Western Region warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail           | Truck          | Rail and truck |                |
|--|----------------|----------------|----------------|----------------|
|  | <u>Bales</u>   | <u>Bales</u>   | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                              |                |                |                |                |
| Alabama .....  | 67,696         | 12             | 67,708         | 2.5            |
| Georgia .....  | 73,108         | 1,953          | 75,061         | 2.7            |
| North Carolina .....                                 | 1/688,398      | 1/3,918        | 692,316        | 25.2           |
| South Carolina .....                                 | 404,910        | 867            | 405,777        | 14.7           |
| Total mill area .....                                | 1,234,112      | 6,750          | 1,240,862      | 45.1           |
| New England, Eastern, and<br>Midwestern States ..... |                |                |                |                |
|  | 29,697         | 6              | 29,703         | 1.1            |
| Interior concentration<br>points 2/ .....            |                |                |                |                |
|  | 3/202,096      | 4/25,829       | 227,925        | 8.4            |
| Canada .....   | 72,510         | ---            | 72,510         | 2.6            |
| Ports:   |                |                |                |                |
| Central gulf ports .....                             | 7,826          | ---            | 7,826          | .3             |
| Pacific coast ports .....                            | 504,368        | 469,845        | 974,213        | 35.4           |
| West gulf ports .....                                | 140,456        | 34,062         | 174,518        | 6.3            |
| Other 5/ .....                                       | 20,177         | 2,781          | 22,958         | .8             |
| Total shipments .....                                | 2,211,242      | 539,273        | 2,750,515      | 100.0          |
|  | <u>Percent</u> | <u>Percent</u> | <u>Percent</u> |                |
| Distribution .....                                   | 80.4           | 19.6           | 100.0          |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Includes Arkansas 13,851, California 1,060, Louisiana 2,821, Mississippi 15,308, Missouri 2,718, Tennessee 80,151, and Texas 86,187.

4/ Arkansas 350, California 6,226, Tennessee 4,814, and Texas 14,439.

5/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 2.--Shipments of cotton from Southwestern Region warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail             | Truck            | Rail and truck   |                |
|--|------------------|------------------|------------------|----------------|
|  | <u>Bales</u>     | <u>Bales</u>     | <u>Bales</u>     | <u>Percent</u> |
| Southeastern mill area:                              |                  |                  |                  |                |
| Alabama .....  | 416,887          | 6,936            | 423,823          | 9.4            |
| Georgia .....  | 418,464          | 18,701           | 437,165          | 9.8            |
| North Carolina .....                                 | <u>1/249,630</u> | <u>1/4,756</u>   | 254,386          | 5.7            |
| South Carolina .....                                 | 293,063          | 7,209            | 300,272          | 6.7            |
| Total mill area .....                                | <u>1,378,044</u> | <u>37,602</u>    | <u>1,415,646</u> | <u>31.6</u>    |
| New England, Eastern, and<br>Midwestern States ..... |                  |                  |                  |                |
|  | 36,892           | 15,862           | 52,754           | 1.2            |
| Interior concentration<br>points <u>2/</u> .....     |                  |                  |                  |                |
|  | <u>3/213,176</u> | <u>4/139,335</u> | 352,511          | 7.9            |
| Canada .....   |                  |                  |                  |                |
|  | 70,970           | 582              | 71,552           | 1.6            |
| Ports:   |                  |                  |                  |                |
| Atlantic coast ports .....                           | 7,903            | 138              | 8,041            | .2             |
| Central gulf ports .....                             | 21,936           | 8,042            | 29,978           | .7             |
| West gulf ports .....                                | <u>1,706,504</u> | <u>778,217</u>   | <u>2,484,721</u> | <u>55.4</u>    |
| Other <u>5/</u> .....                                |                  |                  |                  |                |
|  | <u>36,657</u>    | <u>27,278</u>    | <u>63,935</u>    | <u>1.4</u>     |
| Total shipments .....                                | <u>3,472,082</u> | <u>1,007,056</u> | <u>4,479,138</u> | <u>100.0</u>   |
|  | <u>Percent</u>   | <u>Percent</u>   | <u>Percent</u>   |                |
| Distribution .....                                   | 77.5             | 22.5             | 100.0            |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Arkansas 2,085, Louisiana 541, Mississippi 6,317, Missouri 266, Tennessee 34,013, and Texas 169,954.

4/ Arkansas 9,962, California 1,988, Florida 1, Louisiana 714, Mississippi 1,027, Missouri 379, Tennessee 2,136, and Texas 123,128.

5/ Minor destinations, and destinations designated as "other" by shipping warehouses.



Table 3.--Shipments of cotton from South Central Region warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail              | Truck             | Rail and truck    |                |
|--|-------------------|-------------------|-------------------|----------------|
|  | <u>Bales</u>      | <u>Bales</u>      | <u>Bales</u>      | <u>Percent</u> |
| Southeastern mill area:                                |                   |                   |                   |                |
| Alabama .....  | 209,507           | 99,465            | 308,972           | 6.5            |
| Georgia .....  | 322,162           | 213,229           | 535,391           | 11.3           |
| North Carolina .....                                   | <u>1/</u> 812,504 | <u>1/</u> 161,433 | 973,937           | 20.7           |
| South Carolina .....                                   | <u>1,</u> 244,799 | 249,788           | <u>1,</u> 494,587 | 31.7           |
| Total mill area .....                                  | <u>2,588,972</u>  | <u>723,915</u>    | <u>3,312,887</u>  | <u>70.2</u>    |
| New England, Eastern, and<br>Midwestern States .....   |                   |                   |                   |                |
|  | 126,495           | 2,498             | 128,993           | 2.8            |
| Interior concentration<br>points <u>2/</u> .....       |                   |                   |                   |                |
|  | <u>3/</u> 418,575 | <u>4/</u> 91,797  | 510,372           | 10.8           |
| Canada .....   | 259,280           | 9                 | 259,289           | 5.5            |
| Ports:   |                   |                   |                   |                |
| Atlantic coast ports .....                             | 630               | ---               | 630               | <u>5/</u>      |
| Central gulf ports .....                               | 277,922           | 129,174           | 407,096           | 8.6            |
| Mobile, Ala.; Pensacola and:<br>Panama City, Fla. .... | 6,077             | 3,006             | 9,083             | .2             |
| West gulf ports .....                                  | 3,448             | 232               | 3,680             | .1             |
| Other <u>6/</u> .....                                  | <u>48,970</u>     | <u>36,486</u>     | <u>85,456</u>     | <u>1.8</u>     |
| Total shipments .....                                  | <u>3,730,369</u>  | <u>987,117</u>    | <u>4,717,486</u>  | <u>100.0</u>   |
|  | <u>Percent</u>    | <u>Percent</u>    | <u>Percent</u>    |                |
| Distribution .....                                     | 79.1              | 20.9              | 100.0             |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Arkansas 39,068, Louisiana 22,337, Mississippi 43,041, Missouri 7,797, Tennessee 304,769, and Texas 1,563.

4/ Arkansas 13,264, Florida 43, Louisiana 7,480, Mississippi 22,623, Missouri 151, Tennessee 33,563, and Texas 14,673.

5/ Less than 0.05 percent.

6/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 4.--Shipments of cotton from Southeastern Region warehouses, by destination and mode of transportation, season 1961-62

| Destinations  | Rail              | Truck             | Rail and truck   |                |
|---|-------------------|-------------------|------------------|----------------|
|   | <u>Bales</u>      | <u>Bales</u>      | <u>Bales</u>     | <u>Percent</u> |
| Southeastern mill area interstate shipments (excludes ports): |                   |                   |                  |                |
| Alabama .....   | 42,771            | 33,065            | 75,836           | 3.4            |
| Georgia .....   | 69,544            | 137,947           | 207,491          | 9.2            |
| North Carolina .....  | <u>1</u> /174,383 | <u>1</u> /107,997 | 282,380          | 12.5           |
| South Carolina .....  | 78,334            | 78,029            | 156,363          | 6.9            |
| <b>Total</b> .....  | <b>365,032</b>    | <b>357,038</b>    | <b>722,070</b>   | <b>32.0</b>    |
| Southeastern mill area intrastate shipments (excludes ports): |                   |                   |                  |                |
| Alabama .....   | 72,047            | 233,425           | 305,472          | 13.6           |
| Georgia .....   | 64,163            | 187,232           | 251,395          | 11.2           |
| North Carolina .....  | <u>1</u> /153,278 | <u>1</u> /196,213 | 349,491          | 15.5           |
| South Carolina .....  | 310,122           | 140,495           | 450,617          | 20.0           |
| <b>Total</b> .....  | <b>599,610</b>    | <b>757,365</b>    | <b>1,356,975</b> | <b>60.3</b>    |
| <b>Total mill area</b> .....                                  | <b>964,642</b>    | <b>1,114,403</b>  | <b>2,079,045</b> | <b>92.3</b>    |
| New England, Eastern, and Midwestern States .....             |                   |                   |                  |                |
|   | 4,379             | 4                 | 4,383            | .2             |
| Interior concentration points <u>2</u> / .....                |                   |                   |                  |                |
|   | <u>3</u> /15,289  | <u>4</u> /13,626  | 28,915           | 1.3            |
| Canada .....  |                   |                   |                  |                |
|   | 475               | ---               | 475              | <u>5</u> /     |
| Ports:  |                   |                   |                  |                |
| Atlantic coast ports .....                                    | 6,345             | 5,679             | 12,024           | .5             |
| Central gulf ports .....                                      | 4,519             | 2,559             | 7,078            | .3             |
| Mobile, Ala.; Pensacola, and Panama City, Fla. ....           | 593               | 10,205            | 10,798           | .5             |
| West gulf ports .....   | 100               | ---               | 100              | <u>5</u> /     |
| Other <u>6</u> / .....  |                   |                   |                  |                |
|   | 16,940            | 93,850            | 110,790          | 4.9            |
| <b>Total shipments</b> .....                                  | <b>1,013,282</b>  | <b>1,240,326</b>  | <b>2,253,608</b> | <b>100.0</b>   |
|   | <u>Percent</u>    | <u>Percent</u>    | <u>Percent</u>   |                |
| Distribution .....  | 45.0              | 55.0              | 100.0            |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Florida 1, Tennessee 15,288.

4/ Arkansas 25, Louisiana 390, Mississippi 8,327, Tennessee 3,120, and Texas 1,764.

5/ Less than 0.05 percent.

6/ Minor destinations, and destinations designated as "other" by shipping warehouses.



Table 5.--Contribution of individual States to the total cotton transportation movements, season 1961-62

| Origins               | Rail           | Truck          |
|-----------------------|----------------|----------------|
|                       | <u>Percent</u> | <u>Percent</u> |
| Western Region:       |                |                |
| Arizona .....         | 4.6            | 7.4            |
| California .....      | 14.1           | 6.4            |
| New Mexico .....      | 2.5            | .5             |
| Southwestern Region:  |                |                |
| Oklahoma .....        | 2.6            | 1.6            |
| Texas .....           | 30.7           | 25.1           |
| South Central Region: |                |                |
| Arkansas .....        | 10.1           | 7.8            |
| Louisiana .....       | 4.0            | 1.9            |
| Mississippi .....     | 7.5            | 9.8            |
| Missouri .....        | 2.9            | 2.4            |
| Tennessee .....       | 11.3           | 4.2            |
| Southeastern Region:  |                |                |
| Alabama .....         | 2.4            | 13.2           |
| Florida .....         | ---            | .1             |
| Georgia .....         | 1.6            | 7.5            |
| North Carolina .....  | 1.8            | 5.8            |
| South Carolina .....  | 3.9            | 6.3            |
| Total .....           | 100.0          | 100.0          |

Table 6.--Primary distribution of raw cotton from producing States, season 1961-62

| Producing State                         | Unit             | Intrastate<br>(excl.<br>ports) | Interior<br>concentration<br>: points 1/<br>: | South-<br>eastern<br>mill area | Ports             | New England, :  |                |                | Canada              | Other 2/<br>: | Total |
|---|------------------|--------------------------------|---|--------------------------------|-------------------|-----------------|----------------|----------------|---------------------|---------------|-------|
|   |                  |                                |   |                                |                   | : Eastern, and: | : Midwestern : | : States :     |                     |               |       |
| Alabama                                 | Bales<br>Percent | 305,472<br>40.5                | 14,975<br>2.0                                 | 368,422<br>48.9                | 15,716<br>2.1     | 662<br>.1       | 337<br>3/      | 48,478<br>6.4  | 794,062<br>100.0    |               |       |
| Arizona                                 | Bales<br>Percent | ---                            | 39,639<br>5.2                                 | 209,531<br>27.4                | 475,926<br>62.3   | 1,382<br>.2     | 15,846<br>2.1  | 21,407<br>2.8  | 763,731<br>100.0    |               |       |
| Arkansas                                | Bales<br>Percent | 45,927<br>3.4                  | 130,734<br>9.7                                | 1,025,305<br>76.1              | 49,785<br>3.7     | 35,125<br>2.6   | 48,348<br>3.6  | 11,826<br>.9   | 1,347,050<br>100.0  |               |       |
| California                              | Bales<br>Percent | 4,087<br>.2                    | 132,686<br>7.8                                | 954,872<br>55.8                | 537,950<br>31.4   | 25,389<br>1.5   | 56,271<br>3.3  | 428<br>3/      | 1,711,683<br>100.0  |               |       |
| Florida                                 | Bales<br>Percent | ---                            | 273<br>9.2                                    | 2,706<br>90.8                  | ---               | ---             | ---            | ---            | 2,979<br>100.0      |               |       |
| Georgia                                 | Bales<br>Percent | 251,395<br>56.6                | 5,846<br>1.3                                  | 165,062<br>37.2                | 8,788<br>2.0      | 138<br>3/       | ---            | 12,737<br>2.9  | 443,966<br>100.0    |               |       |
| Louisiana                               | Bales<br>Percent | 15,890<br>3.2                  | 25,948<br>5.3                                 | 310,854<br>63.6                | 102,737<br>21.0   | 8,122<br>1.7    | 24,279<br>5.0  | 1,039<br>.2    | 488,869<br>100.0    |               |       |
| Mississippi                             | Bales<br>Percent | 50,933<br>4.4                  | 100,462<br>8.8                                | 768,655<br>67.0                | 126,257<br>11.0   | 28,070<br>2.5   | 27,959<br>2.4  | 45,051<br>3.9  | 1,147,387<br>100.0  |               |       |
| Missouri                                | Bales<br>Percent | 6,666<br>1.7                   | 40,447<br>10.3                                | 277,013<br>70.4                | 9,434<br>2.4      | 17,082<br>4.3   | 41,486<br>10.5 | 1,536<br>.4    | 393,664<br>100.0    |               |       |
| New Mexico                              | Bales<br>Percent | ---                            | 51,513<br>18.7                                | 76,459<br>27.8                 | 142,681<br>51.9   | 2,932<br>1.1    | 393<br>.1      | 1,123<br>.4    | 275,101<br>100.0    |               |       |
| North Carolina                          | Bales<br>Percent | 349,491<br>84.7                | 875<br>.2                                     | 55,131<br>13.4                 | 3,678<br>.9       | 3,384<br>.8     | 30<br>3/       | 5<br>3/        | 412,594<br>100.0    |               |       |
| Oklahoma                                | Bales<br>Percent | ---                            | 21,701<br>6.6                                 | 112,422<br>33.9                | 169,935<br>51.3   | 733<br>.2       | 6,276<br>1.9   | 20,195<br>6.1  | 331,262<br>100.0    |               |       |
| South Carolina                          | Bales<br>Percent | 450,617<br>70.4                | 6,946<br>1.1                                  | 130,749<br>20.4                | 1,818<br>.3       | 199<br>3/       | 108<br>3/      | 49,570<br>7.8  | 640,007<br>100.0    |               |       |
| Tennessee                               | Bales<br>Percent | 87,347<br>6.5                  | 6,018<br>.5                                   | 931,060<br>69.5                | 132,276<br>9.9    | 40,594<br>3.0   | 117,217<br>8.7 | 26,004<br>1.9  | 1,340,516<br>100.0  |               |       |
| Texas                                   | Bales<br>Percent | 278,786<br>6.7                 | 52,024<br>1.3                                 | 1,303,22<br>31.4               | 2,352,805<br>56.7 | 52,021<br>1.3   | 65,276<br>1.6  | 43,740<br>1.0  | 4,147,876<br>100.0  |               |       |
| U.S. total:<br>Quantity<br>Distribution | Bales<br>Percent | 1,846,611<br>13.0              | 630,087<br>4.4                                | 6,691,465<br>47.1              | 4,129,786<br>29.1 | 215,833<br>1.5  | 403,826<br>2.9 | 283,139<br>2.0 | 14,200,747<br>100.0 |               |       |

1/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.  
 2/ Minor destinations, and destinations designated as "other" by shipping warehouses.  
 3/ Less than one-tenth of 1 percent.

Table 7.--Shipments of cotton from Arizona warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail              | Truck            | Rail and truck |                |
|--|-------------------|------------------|----------------|----------------|
|  | <u>Bales</u>      | <u>Bales</u>     | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                              |                   |                  |                |                |
| Alabama .....  | 3,315             | 12               | 3,327          | .4             |
| Georgia .....  | 22,955            | 358              | 23,313         | 3.1            |
| North Carolina .....                                 | <u>1/</u> 105,001 | <u>1/</u> 1,113  | 106,114        | 13.9           |
| South Carolina .....                                 | 76,574            | 203              | 76,777         | 10.0           |
| Total mill area .....                                | 207,845           | 1,686            | 209,531        | 27.4           |
| New England, Eastern, and<br>Midwestern States ..... |                   |                  |                |                |
|  | 1,376             | 6                | 1,382          | .2             |
| Interior concentration<br>points <u>2/</u> .....     |                   |                  |                |                |
|  | <u>3/</u> 23,644  | <u>4/</u> 15,995 | 39,639         | 5.2            |
| Canada .....   |                   |                  |                |                |
|  | 15,846            | ---              | 15,846         | 2.1            |
| Ports:   |                   |                  |                |                |
| Central gulf ports .....                             | 6,947             | ---              | 6,947          | .9             |
| Pacific coast ports .....                            | 194,179           | 244,595          | 438,774        | 57.4           |
| West gulf ports .....                                | 14,578            | 15,627           | 30,205         | 4.0            |
| Other <u>5/</u> .....                                |                   |                  |                |                |
|  | 19,118            | 2,289            | 21,407         | 2.8            |
| Total shipments .....                                | 483,533           | 280,198          | 763,731        | 100.0          |
|  | <u>Percent</u>    | <u>Percent</u>   | <u>Percent</u> |                |
| Distribution .....                                   | 63.3              | 36.7             | 100.0          |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Arkansas 6,794, California 560, Louisiana 49, Mississippi 9,391, Missouri 666, Tennessee 5,933, and Texas 251.

4/ Arkansas 350, California 2,639, and Texas 13,006.

5/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 8.--Shipments of cotton from California warehouses, by destination and mode of transportation, season 1961-62 1/

| Destinations   | Rail             | Truck          | Rail and truck   |                |
|--|------------------|----------------|------------------|----------------|
|  | <u>Bales</u>     | <u>Bales</u>   | <u>Bales</u>     | <u>Percent</u> |
| Southeastern mill area:                              |                  |                |                  |                |
| Alabama .....  | 63,047           | ---            | 63,047           | 3.7            |
| Georgia .....  | 43,241           | 925            | 44,166           | 2.6            |
| North Carolina .....                                 | 567,951          | <u>2/2,636</u> | 570,587          | 33.3           |
| South Carolina .....                                 | 276,416          | 656            | 277,072          | 16.2           |
| Total mill area .....                                | <u>950,655</u>   | <u>4,217</u>   | <u>954,872</u>   | <u>55.8</u>    |
| New England, Eastern, and<br>Midwestern States ..... |                  |                |                  |                |
|  | 25,389           | ---            | 25,389           | 1.5            |
| Interior concentration<br>points <u>3/</u> .....     |                  |                |                  |                |
|  | <u>4/127,949</u> | <u>5/4,737</u> | 132,686          | 7.8            |
| California (excluding<br>ports) .....                |                  |                |                  |                |
|  | 500              | 3,587          | 4,087            | .2             |
| Canada .....   |                  |                |                  |                |
|  | 56,271           | ---            | 56,271           | 3.3            |
| Ports:   |                  |                |                  |                |
| Central gulf ports .....                             | 439              | ---            | 439              | <u>6/</u>      |
| Pacific coast ports .....                            | 310,189          | 224,980        | 535,169          | 31.3           |
| West gulf ports .....                                | 853              | 1,489          | 2,342            | .1             |
| Other <u>7/</u> .....                                |                  |                |                  |                |
|  | ---              | 428            | 428              | <u>6/</u>      |
| Total shipments .....                                | <u>1,472,245</u> | <u>239,438</u> | <u>1,711,683</u> | <u>100.0</u>   |
|  | <u>Percent</u>   | <u>Percent</u> | <u>Percent</u>   |                |
| Distribution .....                                   | 86.0             | 14.0           | 100.0            |                |

1/ Partly estimated.

2/ Includes Virginia

3/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

4/ Arkansas 5,820, Louisiana 2,772, Mississippi 3,040, Missouri 1,896, Tennessee 69,499, and Texas 44,922.

5/ Tennessee only.

6/ Less than 0.05 percent.

7/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 9.--Shipments of cotton from New Mexico warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail             | Truck           | Rail and truck |                |
|--|------------------|-----------------|----------------|----------------|
|  | <u>Bales</u>     | <u>Bales</u>    | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                              |                  |                 |                |                |
| Alabama .....  | 1,334            | ---             | 1,334          | .5             |
| Georgia .....  | 6,912            | 670             | 7,582          | 2.7            |
| North Carolina .....                                 | <u>1/</u> 15,446 | 169             | 15,615         | 5.7            |
| South Carolina .....                                 | 51,920           | 8               | 51,928         | 18.9           |
| Total mill area .....                                | <u>75,612</u>    | <u>847</u>      | <u>76,459</u>  | <u>27.8</u>    |
| New England, Eastern, and<br>Midwestern States ..... |                  |                 |                |                |
|  | 2,932            | ---             | 2,932          | 1.1            |
| Interior concentration<br>points <u>2/</u> .....     |                  |                 |                |                |
|  | <u>3/</u> 50,003 | <u>4/</u> 1,510 | 51,513         | 18.7           |
| Canada .....   | 393              | ---             | 393            | .1             |
| Ports:   |                  |                 |                |                |
| Central gulf ports .....                             | 440              | ---             | 440            | .2             |
| Pacific coast ports .....                            | ---              | 270             | 270            | .1             |
| West gulf ports .....                                | 125,025          | 16,946          | 141,971        | 51.6           |
| Other <u>5/</u> .....                                | <u>1,059</u>     | <u>64</u>       | <u>1,123</u>   | <u>.4</u>      |
| Total shipments .....                                | <u>255,464</u>   | <u>19,637</u>   | <u>275,101</u> | <u>100.0</u>   |
|  | <u>Percent</u>   | <u>Percent</u>  | <u>Percent</u> |                |
| Distribution .....                                   | 92.9             | 7.1             | 100.0          |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Arkansas 1,237, Mississippi 2,877, Missouri 156, Tennessee 4,719, and Texas 41,014.

4/ Tennessee 77, and Texas 1,433.

5/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 10.--Shipments of cotton from Oklahoma warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail             | Truck           | Rail and truck |                |
|--|------------------|-----------------|----------------|----------------|
|  | <u>Bales</u>     | <u>Bales</u>    | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                              |                  |                 |                |                |
| Alabama .....  | 38,143           | 890             | 39,033         | 11.8           |
| Georgia .....  | 14,818           | 2,537           | 17,355         | 5.2            |
| North Carolina .....                                 | <u>1/</u> 20,480 | 761             | 21,241         | 6.4            |
| South Carolina .....                                 | 32,848           | 1,945           | 34,793         | 10.5           |
| Total mill area .....                                | <u>106,289</u>   | <u>6,133</u>    | <u>112,422</u> | <u>33.9</u>    |
| New England, Eastern, and<br>Midwestern States ..... |                  |                 |                |                |
|  | 728              | 5               | 733            | .2             |
| Interior concentration<br>points <u>2/</u> .....     |                  |                 |                |                |
|  | <u>3/</u> 16,023 | <u>4/</u> 5,678 | 21,701         | 6.6            |
| Canada .....   |                  |                 |                |                |
|  | 6,276            | ---             | 6,276          | 1.9            |
| Ports:   |                  |                 |                |                |
| Central gulf ports .....                             | ---              | 4,223           | 4,223          | 1.3            |
| West gulf ports .....                                | 127,046          | 38,666          | 165,712        | 50.0           |
| Other <u>5/</u> .....                                |                  |                 |                |                |
|  | <u>16,291</u>    | <u>3,904</u>    | <u>20,195</u>  | <u>6.1</u>     |
| Total shipments .....                                | <u>272,653</u>   | <u>58,609</u>   | <u>331,262</u> | <u>100.0</u>   |
|  | <u>Percent</u>   | <u>Percent</u>  | <u>Percent</u> |                |
| Distribution .....                                   | 82.3             | 17.7            | 100.0          |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Arkansas 31, Mississippi 838, Tennessee 5,567, and Texas 9,587.

4/ Arkansas 109, Florida 1, Louisiana 338, Tennessee 521, and Texas 4,709.

5/ Minor destinations, and destinations designated as "other" by shipping warehouses.



Table 11.--Shipments of cotton from Texas warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail              | Truck            | Rail and truck   |                |
|--|-------------------|------------------|------------------|----------------|
|  | <u>Bales</u>      | <u>Bales</u>     | <u>Bales</u>     | <u>Percent</u> |
| Southeastern mill area:                              |                   |                  |                  |                |
| Alabama .....  | 378,744           | 6,046            | 384,790          | 9.3            |
| Georgia .....  | 403,646           | 16,164           | 419,810          | 10.1           |
| North Carolina .....                                 | <u>1/</u> 229,150 | 3,995            | 233,145          | 5.6            |
| South Carolina .....                                 | 260,215           | 5,264            | 265,479          | 6.4            |
| Total mill area .....                                | <u>1,271,755</u>  | <u>31,469</u>    | <u>1,303,224</u> | <u>31.4</u>    |
| New England, Eastern, and<br>Midwestern States ..... |                   |                  |                  |                |
|  | 36,164            | 15,857           | 52,021           | 1.3            |
| Interior concentration<br>points <u>2/</u> .....     |                   |                  |                  |                |
|  | <u>3/</u> 36,786  | <u>4/</u> 15,238 | 52,024           | 1.3            |
| Texas (other than ports) ...                         |                   |                  |                  |                |
|  | 160,367           | 118,419          | 278,786          | 6.7            |
| Canada .....   |                   |                  |                  |                |
|  | 64,694            | 582              | 65,276           | 1.6            |
| Ports:   |                   |                  |                  |                |
| Atlantic coast ports .....                           | 7,903             | 138              | 8,041            | .2             |
| Central gulf ports .....                             | 21,936            | 3,819            | 25,755           | .6             |
| West gulf ports .....                                | 1,579,458         | 739,551          | 2,319,009        | 55.8           |
| Other <u>5/</u> .....                                |                   |                  |                  |                |
|  | <u>20,366</u>     | <u>23,374</u>    | <u>43,740</u>    | <u>1.1</u>     |
| Total shipments .....                                | <u>3,199,429</u>  | <u>948,447</u>   | <u>4,147,876</u> | <u>100.0</u>   |
|  | <u>Percent</u>    | <u>Percent</u>   | <u>Percent</u>   |                |
| Distribution .....                                   | 77.1              | 22.9             | 100.0            |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Arkansas 2,054, Louisiana 541, Mississippi 5,479, Missouri 266, and Tennessee 28,446.

4/ Arkansas 9,853, California 1,988, Louisiana 376, Mississippi 1,027, Missouri 379, Tennessee 1,615.

5/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 12.--Texas: Shipments of cotton from crop reporting districts, by destination and mode of transportation, season 1961-62

| Destinations                                      | District 1 |         | District 2 |        | District 3 |       | District 4 |         | District 5 |        | District 6 |       | District 8 |        | District 9 |        | District 10 |        |  |
|---|------------|---------|------------|--------|------------|-------|------------|---------|------------|--------|------------|-------|------------|--------|------------|--------|-------------|--------|--|
|   | Rail       | Truck   | Rail       | Truck  | Rail       | Truck | Rail       | Truck   | Rail       | Truck  | Rail       | Truck | Rail       | Truck  | Rail       | Truck  | Rail        | Truck  |  |
| ----- Bales -----                                 |            |         |            |        |            |       |            |         |            |        |            |       |            |        |            |        |             |        |  |
| Southeastern mill area:                           |            |         |            |        |            |       |            |         |            |        |            |       |            |        |            |        |             |        |  |
| Alabama .....                                     | 110,829    | 3,085   | 55,640     | 1,214  | 1,198      | ---   | 33,197     | 1,021   | 5,503      | 156    | 820        | ---   | 12,777     | 387    | 149,472    | ---    | 9,308       | 183    |  |
| Georgia .....                                     | 118,777    | 6,417   | 34,322     | 3,170  | 2,253      | ---   | 41,009     | 5,200   | 8,642      | 810    | 4,333      | 28    | 18,662     | 109    | 161,073    | ---    | 14,575      | 130    |  |
| North Carolina .....                              | 178,950    | 2,572   | 17,560     | 104    | ---        | ---   | 14,428     | 186     | 10,916     | 623    | 14,337     | ---   | 1/39,124   | 184    | 1/59,575   | 17     | 1/24,240    | 9      |  |
| South Carolina .....                              | 56,233     | 2,539   | 21,068     | 769    | 622        | ---   | 16,839     | 277     | 14,758     | 1,164  | 17,178     | ---   | 7,282      | 308    | 101,873    | 144    | 22,362      | 63     |  |
| Total mill area .....                             | 346,789    | 14,613  | 128,590    | 5,257  | 4,073      | ---   | 105,473    | 6,684   | 39,819     | 2,753  | 26,688     | 28    | 77,845     | 1,288  | 471,993    | 161    | 70,485      | 385    |  |
| New England, Eastern, and Midwestern States ..... | 11,870     | 158     | 1,116      | ---    | ---        | ---   | 521        | ---     | 843        | ---    | 936        | ---   | 320        | 2      | 15,647     | 15,697 | 4,911       | ---    |  |
| Interior concentration points 2/ .....            | 14,141     | 8,194   | 6,366      | 1,465  | 420        | ---   | 2,919      | 719     | 1,660      | 2,045  | 4,499      | 1,988 | 290        | 346    | 5,230      | 481    | 1,261       | ---    |  |
| Texas (excl. ports) .....                         | 44,376     | 35,100  | 36,960     | 6,089  | 1          | 27    | 14,821     | 24,506  | 10,362     | 7,406  | 37,453     | 4,435 | 8,028      | 21,995 | 5,031      | 16,281 | 3,335       | 2,580  |  |
| Other 3/ .....                                    | 7,082      | 2,415   | 2,227      | 1,874  | ---        | ---   | 7,090      | 5,776   | 55         | 5,833  | ---        | ---   | 159        | 3,498  | 3,753      | 3,819  | ---         | 159    |  |
| Canada .....                                      | 31,464     | 582     | 12,626     | ---    | ---        | ---   | 1,858      | ---     | 1,770      | ---    | ---        | ---   | 864        | ---    | 14,306     | ---    | 1,806       | ---    |  |
| Ports:  |            |         |            |        |            |       |            |         |            |        |            |       |            |        |            |        |             |        |  |
| Atlantic coast ports .....                        | 100        | ---     | 7,803      | 138    | ---        | ---   | ---        | ---     | ---        | ---    | ---        | ---   | ---        | ---    | ---        | ---    | ---         | ---    |  |
| Central gulf ports .....                          | 13,643     | 2,698   | 4,343      | 435    | ---        | ---   | 2,754      | ---     | 888        | 294    | ---        | ---   | ---        | 200    | ---        | 192    | 308         | ---    |  |
| West gulf ports .....                             | 815,550    | 480,702 | 430,325    | 47,936 | 7,510      | 1,009 | 220,243    | 63,387  | 26,598     | 23,110 | 8,984      | 2,147 | 13,415     | 31,700 | 24,064     | 8,044  | 32,769      | 81,516 |  |
| Total shipments .....                             | 1,285,015  | 554,462 | 630,356    | 63,494 | 12,004     | 1,036 | 355,679    | 101,072 | 81,995     | 41,441 | 78,560     | 8,598 | 100,921    | 59,029 | 540,024    | 44,675 | 114,875     | 84,640 |  |
| ----- Percent -----                               |            |         |            |        |            |       |            |         |            |        |            |       |            |        |            |        |             |        |  |
| Distribution .....                                | 70.2       | 29.8    | 90.8       | 9.2    | 92.1       | 7.9   | 77.9       | 22.1    | 66.4       | 33.6   | 90.1       | 9.9   | 63.1       | 36.9   | 92.4       | 7.6    | 57.6        | 42.4   |  |

1/ Includes Virginia.  
 2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.  
 3/ Minor destinations, and destinations designated as "other" by shipping warehouses.



Table 13.--Shipments of cotton from Arkansas warehouses, by destination and mode of transportation, season 1961-62

| Destinations  | Rail              | Truck            | Rail and truck   |                |
|---|-------------------|------------------|------------------|----------------|
|   | <u>Bales</u>      | <u>Bales</u>     | <u>Bales</u>     | <u>Percent</u> |
| Southeastern mill area:                               |                   |                  |                  |                |
| Alabama .....   | 51,287            | 26,695           | 77,982           | 5.8            |
| Georgia .....   | 69,686            | 62,735           | 132,421          | 9.8            |
| North Carolina .....                                  | <u>1</u> /281,761 | <u>1</u> /58,182 | 339,943          | 25.2           |
| South Carolina .....                                  | 385,163           | 89,796           | 474,959          | 35.3           |
| Total mill area .....                                 | <u>787,897</u>    | <u>237,408</u>   | <u>1,025,305</u> | <u>76.1</u>    |
| New England, Eastern, and<br>Midwestern States .....  |                   |                  |                  |                |
|   | 34,851            | 274              | 35,125           | 2.6            |
| Interior concentration<br>points <u>2</u> / .....     |                   |                  |                  |                |
|   | <u>3</u> /114,433 | <u>4</u> /16,301 | 130,734          | 9.7            |
| Arkansas .....  | 33,646            | 12,281           | 45,927           | 3.4            |
| Canada .....  | 48,348            | ---              | 48,348           | 3.6            |
| Ports:  |                   |                  |                  |                |
| Central gulf ports .....                              | 30,291            | 19,220           | 49,511           | 3.7            |
| Mobile, Ala.; Pensacola<br>and Panama City, Fla. .... | ---               | 69               | 69               | <u>5</u> /     |
| West gulf ports .....                                 | 121               | 84               | 205              | <u>5</u> /     |
| Other <u>6</u> / .....                                | <u>2,076</u>      | <u>9,750</u>     | <u>11,826</u>    | <u>.9</u>      |
| Total shipments .....                                 | <u>1,051,663</u>  | <u>295,387</u>   | <u>1,347,050</u> | <u>100.0</u>   |
|   | <u>Percent</u>    | <u>Percent</u>   | <u>Percent</u>   |                |
| Distribution .....                                    | 78.1              | 21.9             | 100.0            |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Louisiana 5,732, Mississippi 813, Missouri 1,282, Tennessee 105,728, and Texas 878.

4/ Louisiana 2,971, Mississippi 1,915, Tennessee 7,230, and Texas 4,185.

5/ Less than 0.05 percent.

6/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 14.--Shipments of cotton from Louisiana warehouses, by destination and mode of transportation, season 1961-62

| Destinations  | Rail           | Truck          | Rail and truck |                |
|---|----------------|----------------|----------------|----------------|
|   | <u>Bales</u>   | <u>Bales</u>   | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                               |                |                |                |                |
| Alabama .....   | 19,478         | 3,671          | 23,149         | 4.7            |
| Georgia .....   | 52,065         | 16,760         | 68,825         | 14.1           |
| North Carolina .....                                  | 1/65,520       | 4,833          | 70,353         | 14.4           |
| South Carolina .....                                  | 127,839        | 20,688         | 148,527        | 30.4           |
| Total mill area .....                                 | 264,902        | 45,952         | 310,854        | 63.6           |
| New England, Eastern, and<br>Midwestern States .....  |                |                |                |                |
|   | 8,119          | 3              | 8,122          | 1.7            |
| Interior concentration<br>points <u>2/</u> .....      |                |                |                |                |
|   | 3/21,254       | 4/4,694        | 25,948         | 5.3            |
| Louisiana .....                                       | 15,280         | 610            | 15,890         | 3.2            |
| Canada .....  | 24,279         | ---            | 24,279         | 5.0            |
| Ports:  |                |                |                |                |
| Central gulf ports .....                              | 78,632         | 20,623         | 99,255         | 20.3           |
| Mobile, Ala.; Pensacola<br>and Panama City, Fla. .... | 102            | 10             | 112            | 5/             |
| West gulf ports .....                                 | 3,222          | 148            | 3,370          | .7             |
| Other <u>6/</u> .....                                 | 659            | 380            | 1,039          | .2             |
| Total shipments .....                                 | 416,449        | 72,420         | 488,869        | 100.0          |
|   | <u>Percent</u> | <u>Percent</u> | <u>Percent</u> |                |
| Distribution .....                                    | 85.2           | 14.8           | 100.0          |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Arkansas 1,539, Mississippi 1,318, Tennessee 17,803, and Texas 594.

4/ Arkansas 195, Mississippi 2,562, Tennessee 778, and Texas 1,159.

5/ Less than 0.05 percent.

6/ Minor destinations, and destinations designated as "other" by shipping warehouses.



Table 15.--Shipments of cotton from Mississippi warehouses, by destinations and mode of transportation, season 1961-62

| Destinations  | Rail              | Truck            | Rail and truck   |                |
|---|-------------------|------------------|------------------|----------------|
|   | <u>Bales</u>      | <u>Bales</u>     | <u>Bales</u>     | <u>Percent</u> |
| Southeastern mill area:                               |                   |                  |                  |                |
| Alabama .....   | 45,035            | 49,959           | 94,994           | 8.3            |
| Georgia .....   | 48,809            | 76,382           | 125,191          | 10.9           |
| North Carolina .....                                  | <u>1/</u> 123,297 | <u>1/</u> 52,105 | 175,402          | 15.3           |
| South Carolina .....                                  | 294,056           | 79,012           | 373,068          | 32.5           |
| Total mill area .....                                 | <u>511,197</u>    | <u>257,458</u>   | <u>768,655</u>   | <u>67.0</u>    |
| New England, Eastern, and<br>Midwestern States .....  |                   |                  |                  |                |
|   | 27,774            | 296              | 28,070           | 2.4            |
| Interior concentration<br>points <u>2/</u> .....      |                   |                  |                  |                |
|   | <u>3/</u> 87,903  | <u>4/</u> 12,559 | 100,462          | 8.8            |
| Mississippi .....                                     |                   |                  |                  |                |
|   | 35,903            | 15,030           | 50,933           | 4.4            |
| Canada .....  |                   |                  |                  |                |
|   | 27,950            | 9                | 27,959           | 2.4            |
| Ports:  |                   |                  |                  |                |
| Atlantic coast ports .....                            | 630               | ---              | 630              | .1             |
| Central gulf ports .....                              | 44,956            | 71,782           | 116,738          | 10.2           |
| Mobile, Ala.; Pensacola<br>and Panama City, Fla. .... | 5,962             | 2,927            | 8,889            | .8             |
| Other <u>5/</u> .....                                 | <u>36,656</u>     | <u>8,395</u>     | <u>45,051</u>    | <u>3.9</u>     |
| Total shipments .....                                 | <u>778,931</u>    | <u>368,456</u>   | <u>1,147,387</u> | <u>100.0</u>   |
|   | <u>Percent</u>    | <u>Percent</u>   | <u>Percent</u>   |                |
| Distribution .....                                    | 67.9              | 32.1             | 100.0            |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Louisiana 1,325, Tennessee 86,490, and Texas 88.

4/ Includes truck shipments to Arkansas 302, Louisiana 3,614, Tennessee 5,252, and Texas 3,391.

5/ Minor destinations, and destinations designated as "other" by shipping warehouses.



Table 16.--Shipments of cotton from Missouri warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail                 | Truck                | Rail and truck |                |
|--|----------------------|----------------------|----------------|----------------|
|  | <u>Bales</u>         | <u>Bales</u>         | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                              |                      |                      |                |                |
| Alabama .....  | 13,847               | 4,033                | 17,880         | 4.5            |
| Georgia .....  | 14,956               | 16,960               | 31,916         | 8.1            |
| North Carolina ..... <sup>1/</sup>                   | 60,659               | 16,762               | 77,421         | 19.7           |
| South Carolina .....                                 | 121,391              | 28,405               | 149,796        | 38.1           |
| Total mill area .....                                | 210,853              | 66,160               | 277,013        | 70.4           |
| New England, Eastern, and<br>Midwestern States ..... |                      |                      |                |                |
|  | 15,486               | 1,596                | 17,082         | 4.3            |
| Interior concentration<br>points <sup>2/</sup> ..... |                      |                      |                |                |
|  | <sup>3/</sup> 23,276 | <sup>4/</sup> 17,171 | 40,447         | 10.3           |
| Missouri .....                                       | 6,515                | 151                  | 6,666          | 1.7            |
| Canada .....   | 41,486               | ---                  | 41,486         | 10.5           |
| Central gulf ports .....                             | 4,610                | 4,824                | 9,434          | 2.4            |
| Other <sup>5/</sup> .....                            | 104                  | 1,432                | 1,536          | .4             |
| Total shipments .....                                | 302,330              | 91,334               | 393,664        | 100.0          |
|  | <u>Percent</u>       | <u>Percent</u>       | <u>Percent</u> |                |
| Distribution .....                                   | 76.8                 | 23.2                 | 100.0          |                |

<sup>1/</sup> Includes Virginia.

<sup>2/</sup> Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

<sup>3/</sup> Arkansas 3,655, Mississippi 705, and Tennessee 18,916.

<sup>4/</sup> Arkansas 303, Louisiana 285, Mississippi 2,405, Tennessee 8,788, and Texas 5,390.

<sup>5/</sup> Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 17.--Shipments of cotton from Tennessee warehouses, by destination and mode of transportation, season 1961-62

| Destinations  | Rail              | Truck            | Rail and truck |                |
|---|-------------------|------------------|----------------|----------------|
|   | <u>Bales</u>      | <u>Bales</u>     | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                               |                   |                  |                |                |
| Alabama .....   | 79,860            | 15,107           | 94,967         | 7.1            |
| Georgia .....   | 136,646           | 40,392           | 177,038        | 13.2           |
| North Carolina .....                                  | <u>1/</u> 281,267 | <u>1/</u> 29,551 | 310,818        | 23.2           |
| South Carolina .....                                  | 316,350           | 31,887           | 348,237        | 26.0           |
| Total mill area .....                                 | 814,123           | 116,937          | 931,060        | 69.5           |
| New England, Eastern, and<br>Midwestern States .....  |                   |                  |                |                |
|   | 40,265            | 329              | 40,594         | 3.0            |
| Interior concentration<br>points <u>2/</u> .....      |                   |                  |                |                |
|   | <u>3/</u> 4,533   | <u>4/</u> 1,485  | 6,018          | .4             |
| Tennessee .....                                       | 75,832            | 11,515           | 87,347         | 6.5            |
| Canada .....  | 117,217           | ---              | 117,217        | 8.7            |
| Ports:  |                   |                  |                |                |
| Central gulf ports .....                              | 119,433           | 12,725           | 132,158        | 9.9            |
| Mobile, Ala.; Pensacola<br>and Panama City, Fla. .... | 13                | ---              | 13             | <u>5/</u>      |
| West gulf ports .....                                 | 105               | ---              | 105            | <u>5/</u>      |
| Other <u>6/</u> .....                                 | <u>9,475</u>      | 16,529           | 26,004         | 1.9            |
| Total shipments .....                                 | 1,180,996         | 159,520          | 1,340,516      | 100.0          |
|   | <u>Percent</u>    | <u>Percent</u>   | <u>Percent</u> |                |
| Distribution .....                                    | 88.1              | 11.9             | 100.0          |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Arkansas 228, Mississippi 4,302, and Texas 3.

4/ Arkansas 183, Florida 43, Mississippi 711, and Texas 548.

5/ Less than 0.05 percent.

6/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 18.--Shipments of cotton from Alabama warehouses, by destination and mode of transportation, season 1961-62

| Destinations  | Rail                     | Truck                    | Rail and truck |                |
|---|--------------------------|--------------------------|----------------|----------------|
|   | <u>Bales</u>             | <u>Bales</u>             | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                               |                          |                          |                |                |
| Georgia .....   | 51,030                   | 116,842                  | 167,872        | 22.3           |
| North Carolina .....                                  | <u>1</u> /102,944        | 54,076                   | 157,020        | 20.8           |
| South Carolina .....                                  | 16,260                   | 27,270                   | 43,530         | 5.8            |
| Total mill area .....                                 | <u>170,234</u>           | <u>198,188</u>           | <u>368,422</u> | <u>48.9</u>    |
| New England, Eastern, and<br>Midwestern States .....  |                          |                          |                |                |
|   | 658                      | 4                        | 662            | .1             |
| Interior concentration<br>points <u>2</u> / .....     |                          |                          |                |                |
|   | <u>3</u> / <u>5</u> ,690 | <u>4</u> / <u>9</u> ,285 | 14,975         | 2.0            |
| Alabama (excl. ports) .....                           | 72,047                   | 233,425                  | 305,472        | 40.5           |
| Canada .....  | 337                      | ---                      | 337            | <u>5</u> /     |
| Ports:  |                          |                          |                |                |
| Atlantic coast ports .....                            | 671                      | ---                      | 671            | .1             |
| Central gulf ports .....                              | 3,623                    | 1,555                    | 5,178          | .7             |
| Mobile, Ala.; Pensacola<br>and Panama City, Fla. .... | 593                      | 9,274                    | 9,867          | 1.3            |
| Other <u>6</u> / .....                                | <u>1</u> ,414            | <u>4</u> 7,064           | <u>4</u> 8,478 | <u>6</u> .4    |
| Total shipments .....                                 | <u>255,267</u>           | <u>498,795</u>           | <u>754,062</u> | <u>100.0</u>   |
|   | <u>Percent</u>           | <u>Percent</u>           | <u>Percent</u> |                |
| Distribution .....                                    | 33.9                     | 66.1                     | 100.0          |                |

1/ Includes Virginia.

2/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

3/ Tennessee only.

4/ Includes truck shipments to Louisiana 25, Mississippi 7,944, and Tennessee 1,316.

5/ Less than 0.05 percent.

6/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 19.--Shipments of cotton from Florida warehouses, by destination and mode of transportation, season 1961-62

| Destinations                                  | Rail           | Truck          | Rail and truck |         |
|---|----------------|----------------|----------------|---------|
|   | Bales          | Bales          | Bales          | Percent |
| Southeastern mill area:                       |                |                |                |         |
| Alabama .....                                 | 12             | 1,050          | 1,062          | 35.7    |
| Georgia .....                                 | ---            | 1,255          | 1,255          | 42.1    |
| North Carolina .....                          | ---            | 144            | 144            | 4.8     |
| South Carolina .....                          | ---            | 245            | 245            | 8.2     |
| Total mill area .....                         | 12             | 2,694          | 2,706          | 90.8    |
| Interior concentration points <u>1/</u> ..... | ---            | 2/273          | 273            | 9.2     |
| Total shipments .....                         | 12             | 2,967          | 2,979          | 100.0   |
|   | <u>Percent</u> | <u>Percent</u> | <u>Percent</u> |         |
| Distribution .....                            | .4             | 99.6           | 100.0          |         |

1/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations. 2/ Tennessee only.

Table 20.--Shipments of cotton from Georgia warehouses, by destination and mode of transportation, season 1961-62

| Destinations                                       | Rail             | Truck            | Rail and truck |           |
|--|------------------|------------------|----------------|-----------|
|  | Bales            | Bales            | Bales          | Percent   |
| Southeastern mill area:                            |                  |                  |                |           |
| Alabama .....                                      | 38,979           | 29,738           | 68,717         | 15.5      |
| North Carolina .....                               | <u>1/</u> 19,744 | <u>1/</u> 11,126 | 30,870         | 7.0       |
| South Carolina .....                               | 32,989           | 32,486           | 65,475         | 14.7      |
| Total mill area .....                              | 91,712           | 73,350           | 165,062        | 37.2      |
| New England, Eastern, and Midwestern States .....  | 138              | ---              | 138            | <u>2/</u> |
| Interior concentration points <u>3/</u> .....      | <u>4/</u> 2,859  | <u>5/</u> 2,987  | 5,846          | 1.3       |
| Georgia (excl. ports) .....                        | 64,163           | 187,232          | 251,395        | 56.7      |
| Ports:   |                  |                  |                |           |
| Atlantic coast ports .....                         | 1,748            | 4,109            | 5,857          | 1.3       |
| Central gulf ports .....                           | 896              | 1,004            | 1,900          | .4        |
| Mobile, Ala.; Pensacola and Panama City, Fla. .... | ---              | 931              | 931            | .2        |
| West gulf ports .....                              | 100              | ---              | 100            | <u>2/</u> |
| Other <u>6/</u> .....                              | 502              | 12,235           | 12,737         | 2.9       |
| Total shipments .....                              | 162,118          | 281,848          | 443,966        | 100.0     |
|  | <u>Percent</u>   | <u>Percent</u>   | <u>Percent</u> |           |
| Distribution .....                                 | 36.5             | 63.5             | 100.0          |           |

1/ Includes Virginia. 2/ Less than 0.05 percent.

3/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destination. 4/ Florida 1, and Tennessee 2,858.

5/ Arkansas 25, Louisiana 365, Mississippi 2, Tennessee 846, and Texas 1,749.

6/ Minor destinations, and destinations designated as "other" by shipping warehouses.

Table 21.--Shipments of cotton from North Carolina warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail             | Truck            | Rail and truck |                |
|--|------------------|------------------|----------------|----------------|
|  | <u>Bales</u>     | <u>Bales</u>     | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                              |                  |                  |                |                |
| Alabama .....  | 1,080            | 428              | 1,508          | .4             |
| Georgia .....  | 2,958            | 3,552            | 6,510          | 1.6            |
| South Carolina .....                                 | 29,085           | 18,028           | 47,113         | 11.4           |
| <b>Total mill area .....</b>                         | <b>33,123</b>    | <b>22,008</b>    | <b>55,131</b>  | <b>13.4</b>    |
| New England, Eastern, and<br>Midwestern States ..... |                  |                  |                |                |
|  | 3,384            | ---              | 3,384          | .8             |
| Interior concentration<br>points <u>1/</u> .....     |                  |                  |                |                |
|  | <u>2/256</u>     | <u>3/619</u>     | 875            | .2             |
| North Carolina (excl.<br>ports) .....                |                  |                  |                |                |
|  | <u>4/153,278</u> | <u>4/196,213</u> | 349,491        | 84.7           |
| Canada .....   |                  |                  |                |                |
|  | 30               | ---              | 30             | <u>5/</u>      |
| Atlantic coast ports .....                           |                  |                  |                |                |
|  | 2,292            | 1,386            | 3,678          | .9             |
| Other <u>6/</u> .....                                |                  |                  |                |                |
|  | <u>1</u>         | <u>4</u>         | <u>5</u>       | <u>5/</u>      |
| <b>Total shipments .....</b>                         | <b>192,364</b>   | <b>220,230</b>   | <b>412,594</b> | <b>100.0</b>   |
|  | <u>Percent</u>   | <u>Percent</u>   | <u>Percent</u> |                |
| Distribution .....                                   | 46.6             | 53.4             | 100.0          |                |

1/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.

2/ Tennessee only.

3/ Tennessee 607, and Texas 12.

4/ Includes Virginia.

5/ Less than 0.05 percent.

6/ Minor destinations, and destinations designated as "other" by shipping warehouses.



Table 22.--Shipments of cotton from South Carolina warehouses, by destination and mode of transportation, season 1961-62

| Destinations   | Rail            | Truck          | Rail and truck |                |
|--|-----------------|----------------|----------------|----------------|
|  | <u>Bales</u>    | <u>Bales</u>   | <u>Bales</u>   | <u>Percent</u> |
| Southeastern mill area:                              |                 |                |                |                |
| Alabama .....  | 2,700           | 1,849          | 4,549          | .7             |
| Georgia .....  | 15,556          | 16,298         | 31,854         | 5.0            |
| North Carolina .....                                 | 1/51,695        | 1/42,651       | 94,346         | 14.7           |
| Total mill area .....                                | 69,951          | 60,798         | 130,749        | 20.4           |
| New England, Eastern, and<br>Midwestern States ..... | 199             | ---            | 199            | 2/             |
| Interior concentration<br>points <u>3/</u> .....     | <u>4/</u> 6,484 | <u>5/</u> 462  | 6,946          | 1.1            |
| South Carolina (excl.<br>ports) .....                | 310,122         | 140,495        | 450,617        | 70.5           |
| Canada .....   | 108             | ---            | 108            | 2/             |
| Atlantic coast ports .....                           | 1,634           | 184            | 1,818          | .3             |
| Other <u>6/</u> .....                                | 15,023          | 34,547         | 49,570         | 7.7            |
| Total shipments .....                                | 403,521         | 236,486        | 640,007        | 100.0          |
|  | <u>Percent</u>  | <u>Percent</u> | <u>Percent</u> |                |
| Distribution .....                                   | 63.0            | 37.0           | 100.0          |                |

1/ Includes Virginia.  
2/ Less than 0.05 percent.  
3/ Nonconsuming points within the Cotton Belt, from which cotton is eventually reshipped to final destinations.  
4/ Tennessee only.  
5/ Mississippi 381, Tennessee 78, and Texas 3.  
6/ Minor destinations, and destinations designated as "other" by shipping warehouses.



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